

March 8, 1967

CONGRESSIONAL RECORD — APPENDIX

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I was there. These anti-U.S. operatives simply rented riots—price fixed. The rioters were called "turbans." They were Castro-Maoist creations. They were paid \$50 for burning an American flag. For \$150, the Castro-Peking cells got a street riot. For \$250, U.S. property was destroyed.

During all this the democratic labor movement, operating in a small midtown building, attempted to follow its own free course. But always they were besieged by the political hoods.

Had the unions stood alone, they would have been crushed. President Bosch's special aide knew this. He knew about the funneling of CIA money.

Why should it not have been? Why should these unions have been crushed in the Castro-Maoist pincers?

Rhodesia's Road to Disaster

EXTENSION OF REMARKS

OF

HON. DONALD M. FRASER

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 8, 1967

Mr. FRASER. Mr. Speaker, many Members have warned of the danger to world peace and the people of Rhodesia if the Ian Smith government is allowed to continue in office. An editorial which appeared Saturday, March 4, in the New York Times points to the possibility of the Smith regime moving toward a more repressive system by instituting apartheid measures. I ask that the editorial be included in the Record.

The editorial follows:

RHODESIA'S ROAD TO DISASTER

There is only one reason why Ian Smith should need to appoint a commission to draft a new constitution for Rhodesia: He has no intention of implementing the constitutional proposals—including the guarantee of "unimpeded progress" toward African majority rule—that he insisted he was willing to accept in the abortive negotiations with Britain last December.

Mr. Smith said his white rebel regime rejected Prime Minister Wilson's proposals only because Britain also demanded recall of the illegal declaration of independence and Rhodesia's return to British control pending constitutional independence.

Many Rhodesians have urged Mr. Smith to show good faith, and the country's right to independence by implementing those constitutional reforms which could over many years produce a majority government. A former Prime Minister, Lord Malvern, collected 4,000 signatures on a petition calling for this action.

The regime's response was to accuse Lord Malvern and his backers of "attempting to entrap and embarrass their own Government at this critical time." And Mr. Smith began to hint that the regime intended to move Rhodesia closer to South Africa's system of racial apartheid.

Now he has appointed a commission to design a new constitution with terms of reference that point clearly to strict racial segregation. It is charged with keeping in mind "the social and cultural differences among the people of Rhodesia."

Two of the five commissioners are African, but one of these is a senior member of the Council of Chiefs and on the regime's payroll. The other is a businessman of some achievement, but the suspicion is that he, too, was picked because he would accept perpetuation of white minority rule.

One thing is clear in southern Africa: The road to apartheid in Rhodesia, where blacks outnumber whites eighteen to one, is a road to utter disaster; yet it is the road the Smith regime seems to have decided to take.

Westbury Times Week

EXTENSION OF REMARKS

OF

HON. LESTER L. WOLFF

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 8, 1967

Mr. WOLFF. Mr. Speaker, I would like to take this opportunity to pay tribute to the Westbury Times and its publisher-editor, Marty Weiss, a very dedicated and outstanding constituent.

The Westbury Times is now celebrating its 60th year of continuous publication. Mr. Weiss has fulfilled his duties and responsibilities above and beyond the call by providing his community with an impartial press, which is in the highest traditions of the fourth estate.

Under leave to extend my remarks I include an excerpt history of Westbury dating back to 1628 as prepared by John O Shea, Westbury Village historian, which appeared in the March 2, 1967, issue of this fine newspaper:

WESTBURY: ONE OF LONG ISLAND'S OLDEST COMMUNITIES GROWS INTO SOPHISTICATED SUBURBIA—A HISTORY DATING BACK TO 1628
A VOGUE FOR LAVISH ESTATES

No substantial growth occurred in Westbury until 1890 when the very rich established a vogue for lavish estates in Westbury. The famous names of Whitney, Morgan, Phipps, Hitchcock and Winthrop brought glamor, wealth, polo, horse breeding and racing.

International polo matches, and later the excitement of the new airplane industry, brought Westbury to prominence. The lingering aura of these probably contributed to the attraction the area held for new home-seekers who flocked to settle the development "Westbury".

The huge estates brought an influx of many families to maintain them, and Westbury finally started to expand. A store, a hotel and a blacksmith shop arose on Post Avenue—and in 1897 the organization of a fire department became necessary.

In the latter part of the nineteenth century Westbury was still a slow town. The merchants depended upon the lavish estates for some 75 percent of their income. These estates in the 1920's comprised a total wealth unsurpassed anywhere in the world.

Independent prosperity was not felt until World War I, with its tremendous concentration of Air Force installations at Camp Mills, now known as Mitchel Field.

Lindbergh's historic flight from Roosevelt Field in 1927 focused all eyes on Westbury—the center of the fledgling flying industry.

The community, in 1902, installed electricity on Post Avenue, and twelve years later founded a water company. In 1916 a neighborhood association created—its efforts led to the building of up and through a four-year high school in 1924.

INCORPORATION IN 1932

In 1920 the fabulous wealth of the great estates faded away with the crash of the stock market. Then, in 1932, rumor had it that northern Westbury planned to incorporate. Immediately residents of other sections got busy and shortly enough signatures

were procured for third class incorporation of the entire village.

Charles C. Boyd was the first mayor, with Robert S. Renison, John H. Middlecamp, Virgil McKenna and Joseph Ellison on the original Board of Trustees. Wellmore Hallock was the village attorney; John A. Dwyer, the first full time village clerk, was appointed in 1933, and maintained that post until 1956 when he reached compulsory retirement age. April 12, 1956 was designated "John Dwyer Day" in tribute to the beloved and respected resident.

In 1938, Northern State Parkway was built through Westbury; this, with the building of Roosevelt Raceway in 1949, helped make the community grow by leaps and bounds.

WAR COMES AGAIN

In 1941, war came again—and this time Westbury felt the full brunt. The community sent fourteen hundred men into service—one fifth of its population, and more than any other community in the U.S. percentage-wise.

In 1935, Westbury became a second-class village, with a population of 4,000—which, since that time, has more than tripled.

THE 1940'S

In 1945, due to the foresight of the Rev. Frederic Underwood, then rector of the Church of the Advent, and with the assistance of the Westbury Kiwanis Club, the Westbury Memorial Public Library was created. That same year a War Memorial was dedicated.

Slow, quiet Westbury was hit by the suburban building boom in 1947, and its fantastic growth became one of the phenomena of a fantastic age. Today, there is little or no room left for further residential expansion—at least of a private home nature.

To cope with the sudden rise in population, new public and parochial schools arose to hold the flood of children; the Fire Department and the Water District were forced to greatly enlarge their facilities and equipment in order to meet the community's needs.

THE 1950'S

Finally, in 1950, Westbury became a first-class village, and the 1960 Census showed it to have a population of 14,757.

That, of course, encompasses only the Incorporated Village—Westbury's growth was mirrored in Carle Place and, to a degree, in New Cassel, with the latter becoming a center for the area's light industry.

Next came the development of South Westbury—which we refer to as Salisbury—and which is actually located in the Town of Hempstead. As a matter of fact, the East Meadow School District, in which Salisbury lies, burgeoned rapidly into the state's largest school district outside of New York City. There are, today, some 14,000 pupils in East Meadow's schools, compared to some 5,000 in the Westbury School District and approximately 2,500 in Carle Place.

WHERE DOES WESTBURY GO FROM HERE?

From the single little Quaker church of the 1700's to the twenty houses of worship of every denomination; from a general store and a smithy to a village with 1,049 recorded business—where does Westbury go from here?

It certainly can not spread out any further. That leaves only two directions—either up or down, and up would seem to be the more plausible.

The next ten years should bring some apartment houses, new stores and bigger businesses. It will also bring to fruition a fully-filled New York Institute of Technology campus in Old Westbury and the State University's new Nassau College, also in Old Westbury.

One thing is certain, as past history has shown, and as the future promises. But as surely as time moves inexorably ahead, it's on the way.